

# OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312  
Columbus, Ohio 43215  
(614) 466-0880

CBC03

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

**IMPORTANT:** Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME** City of Springdale  
**STREET** 12105 Lawnview Avenue

**CITY/ZIP** Springdale, Ohio 45246

**PROJECT NAME** S. R. 4 Improvement, I-275 EB Ramp to Crescentville  
**PROJECT TYPE** Roadway Improvements; SI2/LTIP  
**TOTAL COST** \$761,129.00

**DISTRICT NUMBER** 2  
**COUNTY** Hamilton

**PROJECT LOCATION ZIP CODE** 45246

91 AUG 1 11:30

OFFICE OF THE  
COUNTY ENGINEER

### DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

**RECOMMENDED AMOUNT OF FUNDING:** \$ 380,564.00

**FUNDING SOURCE (Check Only One):**

**State Issue 2 District Allocation**  
☐ Grant  
☐ Loan  
☐ Loan Assistance

☐ **State Issue 2 Small Government Fund**  
☐ **State Issue 2 Emergency Funds**  
☒ **Local Transportation Improvement Fund**

### FOR OPWC USE ONLY

OPWC PROJECT NUMBER:

OWC FUNDING AMOUNT: \$

# 1.0 APPLICANT INFORMATION

1.1 **CHIEF EXECUTIVE OFFICER** Cecil Osborn  
**TITLE** City Administrator  
**STREET** City of Springdale  
12105 Lawnview Avenue  
**CITY/ZIP** Springdale, Ohio 45246  
**PHONE** (513) 671-0885  
**FAX** (513) 671-2434

1.2 **CHIEF FINANCIAL OFFICER** Doyle Webster  
**TITLE** Finance Director  
**STREET** City of Springdale  
12105 Lawnview Avenue  
**CITY/ZIP** Springdale, Ohio 45246  
**PHONE** (513) 671-0885  
**FAX** (513) 671-2434

1.3 **PROJECT MANAGER** Wayne F. Shuler, P.E., P.S.  
**TITLE** City Engineer  
**STREET** CDS Associates, Inc.  
11120 Kenwood Road  
**CITY/ZIP** Cincinnati, Ohio 45242  
**PHONE** (513) 791-1700  
**FAX** (513) 791-1936

1.4 **PROJECT CONTACT** Wayne F. Shuler, P.E., P.S.  
**TITLE** City Engineer  
**STREET** CDS Associates, Inc.  
11120 Kenwood Road  
**CITY/ZIP** Cincinnati, Ohio 45242  
**PHONE** (513) 791-1700  
**FAX** (513) 791-1936

1.5 **DISTRICT LIAISON** William Brayshaw, P.E., P.S.  
**TITLE** Chief Deputy Engineer  
**STREET** Hamilton County Engineers Office  
223 West Galbraith Road  
**CITY/ZIP** Cincinnati, Ohio 45215  
**PHONE** (513) 761-7400  
**FAX** (513) 761-9127

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** State Route 4 Improvements, I-275 EB On-Ramp to Crescentville Road.

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

**A. SPECIFIC LOCATION:**

City of Springdale, in Northern Hamilton County, State Route 4, from 0.12 miles south of I-275 to 0.44 miles north of I-275 (to the Hamilton County-Butler County line).

**B. PROJECT COMPONENTS:**

1. Additional 11' northbound lane from Showcase driveway to Crescentville.
2. Additional 11' southbound lane from Crescentville to I-275 westbound on ramp.
3. Remove/replace deteriorated concrete median.
4. Extend concrete median 125 L.F. to the north.
5. Add curb & gutter/catch basin.
6. Provide concrete median between new southbound lane and existing southbound right lane to provide a continuous movement thru the I-275 westbound off ramp signal to both I-275 on ramps, eastbound and westbound.
7. Grinding of existing asphalt surface to eliminate rutting, 3" min.
8. Make base and subgrade repairs as necessary.
9. Paving fabric, 3/4" scratch course 403 and 1-1/4" 404 wearing course.
10. New signal at S.R. 4 and Crescentville.
11. Move back poles at I-275/S.R. 4 signal.
12. Sidewalk - east side Crescentville to Cinema Drive.
13. Add additional 12' lane on south side of Crescentville Road to provide double left turn from westbound Crescentville Road to southbound S.R. 4.

**C. PHYSICAL DIMENSIONS/CHARACTERISTICS:**

I-275 eastbound on ramp to I-275 westbound off-ramp, 64' edge to edge with (2) thru southbound lanes, (2) thru northbound lanes and a 6' raised concrete median; North of I-275 westbound off ramp for 800 L.F., 76' edge to edge with (2) thru southbound lanes, (2) thru northbound lanes, (1) right only to Cinema and 6' raised concrete median; North of Cinema drive for 840 L.F., 64' edge to edge with (2) thru southbound lanes, (2) thru northbound lanes and (1) northbound left turn lane to Ray Norrish Drive.

**D. DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

This segment of the State Route 4 corridor operates as a major arterial for this region of Southwestern Ohio, including the communities of Springdale, Fairfield, Hamilton, Forest Park, Sharonville, Springfield Township and Union Township. In addition, State Route 4 serves as the primary connection between I-275 and the Cities of Fairfield and Hamilton. The 1991 ADT for this major arterial is 45,603. Destination studies to determine a percentage breakdown of the ADT have not been done. The proposed improvements will add an exclusive lane, southbound for traffic bound for I-275, both eastbound and westbound, thus, improving the level of service for thru traffic, particularly at the signal for the I-275 westbound off ramp.

**2.3 REQUIRE SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

### 3.0 PROJECT FINANCIAL INFORMATION

#### 3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ _____
	2. Final Design	\$ _____
	3. Construction Supervision	\$ _____
b)	Acquisition Expenses	\$ _____
	1. Land	\$ _____
	2. Right-of-Way	\$ _____
c)	Construction Costs	\$ <u>634,324.00</u>
d)	Equipment Costs	\$ _____
e)	Other Direct Expenses	\$ _____
f)	Contingencies	\$ <u>126,805.00</u>
g)	<b>TOTAL ESTIMATED COSTS</b>	\$ <u>761,129.00</u>

#### 3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

	Dollars	%
a)	Local In-Kind Contributions*	
b)	Local Public Revenues	\$ <u>380,565.00</u> <u>50</u>
c)	Local Private Revenues	\$ _____
d)	Other Public Revenues	
	1. ODOT	\$ _____
	2. FMHA	\$ _____
	3. OEPA	\$ _____
	4. OWDA	\$ _____
	5. CDBG	\$ _____
	6. Other _____	\$ _____
e)	OPWC Funds	
	1. Grant	\$ <u>380,564.00</u> <u>50</u>
	2. Loan	\$ _____
	3. Loan Assistance	\$ _____
f)	<b>TOTAL FINANCIAL RESOURCES</b>	\$ <u>761,129.00</u> <u>100</u>

\* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

#### 3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

### 3.4 PREPAID ITEMS

#### Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineer, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executive Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

**IMPORTANT: Verification of all prepaid items shall be attached to this project application.**

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS		\$ N/A	

### 3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by S12 funds:

TOTAL PORTION OF PROJECT/REPLACEMENT	<u>\$414,677.00</u>	<u>54.5</u> %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	<u>\$311,008.00</u>	<u>75</u> %
TOTAL PORTION OF PROJECT NEW/EXPANSION	<u>\$346,512.00</u>	<u>45.5</u> %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	<u>\$ 69,557.00</u>	<u>20.1</u> %

### 4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	<u>03/30/92</u>	<u>07/03/92</u>
4.2 BID PROCESS	<u>07/15/92</u>	<u>08/05/92</u>
4.3 CONSTRUCTION	<u>08/31/92</u>	<u>11/13/92</u>

\*Assuming Notification by March 2, 1992

## 5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the application that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Application will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Application certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

**IMPORTANT:** In the event of a project cost overrun, application understands that the indemnified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Cecil W. Osborn, City Administrator

Certifying Representative (Type Name and Title)



Signature/Date Signed

30 July 91

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- ☒ \_\_\_\_\_ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
- ☒ \_\_\_\_\_ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ☒ \_\_\_\_\_ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ☒ X \_\_\_\_\_ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
- \_\_\_\_\_ Yes A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).  
☒ \_\_\_\_\_ N/A
- \_\_\_\_\_ Yes Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.  
☒ \_\_\_\_\_ N/A

## 6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson District 2 Integrating Committee  
Certifying Representative (Type Name and Title)

Donald C. Schramm 9/24/91  
Signature/Date Signed



FIVE YEAR OVERALL ROADWAY PLAN  
CITY OF SPRINGDALE, OH  
JULY 1991

1992 Projects

1. Street Repair Program - \$ 300,000

1993 Projects

1. Street Repair Program - \$ 350,000
2. S.R. 4 Streetscape - \$ 100,000
3. Northland Blvd Strret Lighting - \$ 140,000
4. S.R. 4 Computer Based Traffic Signals - \$ 120,000
5. S.R. 4 Improvement/I-275 - Crescentville - \$ 450,000

1994 Projects

1. Street Repair Program - \$ 350,000

1995 Projects

1. Street Repair Program - \$ 400,000

1996 Projects

1. Street Repair Program - \$ 400,000

NOTE: All Funding General Revenue



TWO YEAR MAINTENANCE OF LOCAL EFFORT  
CITY OF SPRINGDALE, OH  
JULY 1991

PROJECT	1989 ACTUAL	1990 ACTUAL	1991 ESTIMATED
1991 Street Repair Program		\$105,860.20	\$300,000.00
1990 Street Repair Program		\$8,200.00	\$2,150.00
1989 Street Repair Program	\$454,328.33	\$332,200.05	\$42,299.00
1988 Street Repair Program	\$45,404.85		
1989 Apron Replacement	\$46,102.04		
Kemper Rd. RR Bridge Engineering		\$37,995.53	\$17,413.00
Kemper Rd Culvert		\$32,290.59	
SR 4 Phase II Real Est	\$47,546.87	\$7,600.00	
Signal & Lane Addition SR4 & Cloverdale (S.R. 4 & Cloverdale)		\$47,156.50	\$499,861.00
Tri-County Pkwy Eng	\$1,620.50		
Tri-County Pkwy Const.	\$83,934.38	\$21,484.16	
Tri-County Pkwy Light.	\$5,109.56	\$69,606.32	
Chesterdale Rd. Imp			\$238,998.00
Chesterdale Rd. Sidewalk		\$8,672.02	\$95,000.00
Chesterdale Rd. Utilities			\$8,212.00
Northland\Kemper Intersection		\$8,636.00	\$113,864.00
S.R. 747 Signal Imp.	\$1,529.23		
Computer Based Signal System (S.R. 747) (Kemper\Northland Corridor) (State Route 4)	\$29,020.63	\$49,822.11 \$10,702.67	\$42,848.00 \$8,900.00
Bus Shelters (3)		\$8,806.32	
Total	\$714,596.39	\$643,172.27	\$1,069,545.00

\* NOTE: ALL PROJECTS LOCALLY FUNDED

# STATE ROUTE 4 IMPROVEMENTS CITY OF SPRINGDALE, OHIO

SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	TOTAL	ITEM COST
<u>REPLACEMENT</u> SPL	20" JOINT FABRIC	5,093	S.F.	3.00	15,279.00
202	REMOVE CONCRETE ISLAND	1,390	S.Y.	15.00	20,850.00
612	CONCRETE ISLAND REPLACEMENT	1,390	S.Y.	24.00	33,360.00
254	GRINDING	17,200	S.Y.	2.00	34,400.00
404	2" ASPHALT CONCRETE	955	C.Y.	65.00	62,015.00
252	FULL DEPTH PAVEMENT REPAIR	1,720	S.Y.	40.00	68,800.00
642	PAVEMENT MARKING		L.S.		4,000.00
632	RELOCATE SIGNAL POLES		L.S.		15,000.00
614	TRAFFIC MAINTENANCE		L.S.		20,000.00
632	TRAFFIC SIGNAL		L.S.		55,000.00
403	SCRATCH COURSE	240	C.Y.	70.00	16,800.00
	SUB-TOTAL:				345,564.00
	CONTINGENCIES (20%)				414,617.00
<u>BETTERMENTS</u> 202	CURB AND GUTTER REMOVAL	705	L.F.	4.00	2,820.00
203	EXCAVATION	1,200	C.Y.	12.00	14,400.00
203	COMPACTION	2,940	S.Y.	1.00	2,940.00
304	6" AGGREGATE BASE	320	C.Y.	35.00	11,200.00
301	9" BIT. BASE	585	C.Y.	60.00	35,100.00
402/404	3" ASPHALT CONCRETE	233	C.Y.	65.00	15,145.00
609	CURB & GUTTER	4,075	L.F.	15.00	61,126.00
604	CATCH BASIN AT 300'	22	EA	750.00	16,500.00
603	PIPES	1,500	L.F.	35.00	52,500.00

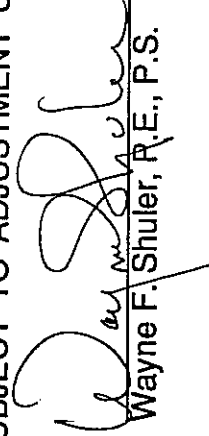
**STATE ROUTE 4 IMPROVEMENTS  
CITY OF SPRINGDALE, OHIO**

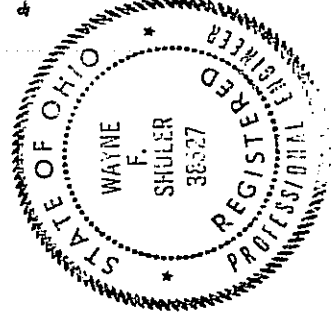
SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	TOTAL	ITEM COST
612	NEW CONCRETE ISLAND	1,090	S.Y.	30.00	44,985.00
807	LATEX MODIFIED EMULSIFIED ASPHALT COURSE	4,430	S.Y.	2.00	8,860.00
452	CONCRETE DRIVE APRON	160	S.Y.	35.00	5,600.00
604	CATCH BASIN, REMOVE/RELOCATE	4	EA	950	3,800.00
608	SIDEWALK	3,510	S.F.	35.00	12,285.00
612	EXTEND CONCRETE ISLAND	50	S.Y.	30.00	1,500.00
	<b>SUB-TOTAL:</b>				<b>\$288,760.00</b>
	<b>CONTINGENCIES (20%):</b>				<b>\$346,512.00</b>
	<b>TOTAL (Betterment and Rehabilitation Portions):</b>				<b>\$761,129.00</b>

**USEFUL LIFE:**

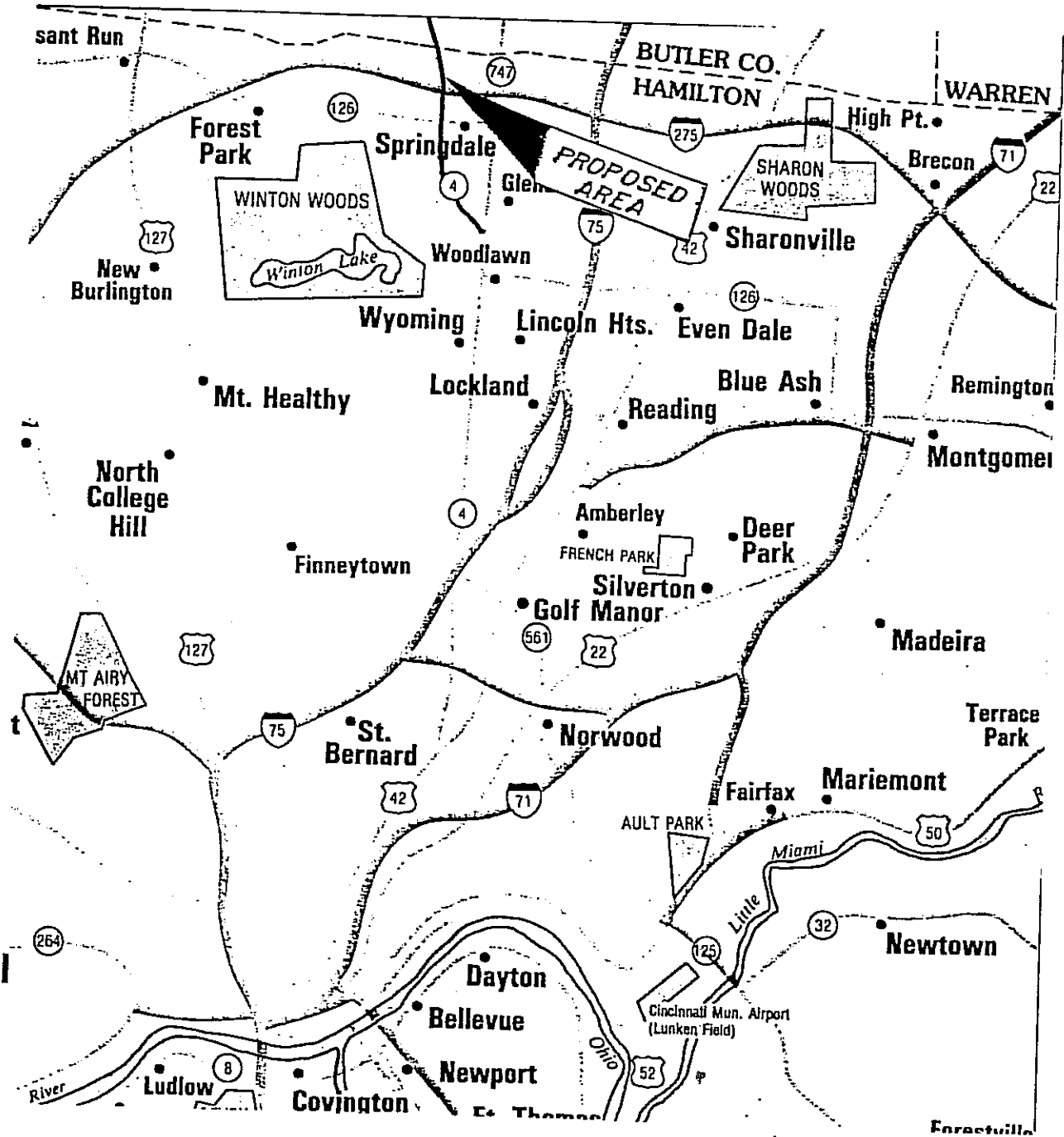
UPON COMPLETION OF DETAILED PLANS AND SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE STATION AVENUE REHABILITATION WILL BE 10 YEARS FOR THE ROADWAY SURFACE, 20 YEARS FOR CURB, AND 50 YEARS FOR STORM SEWERS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

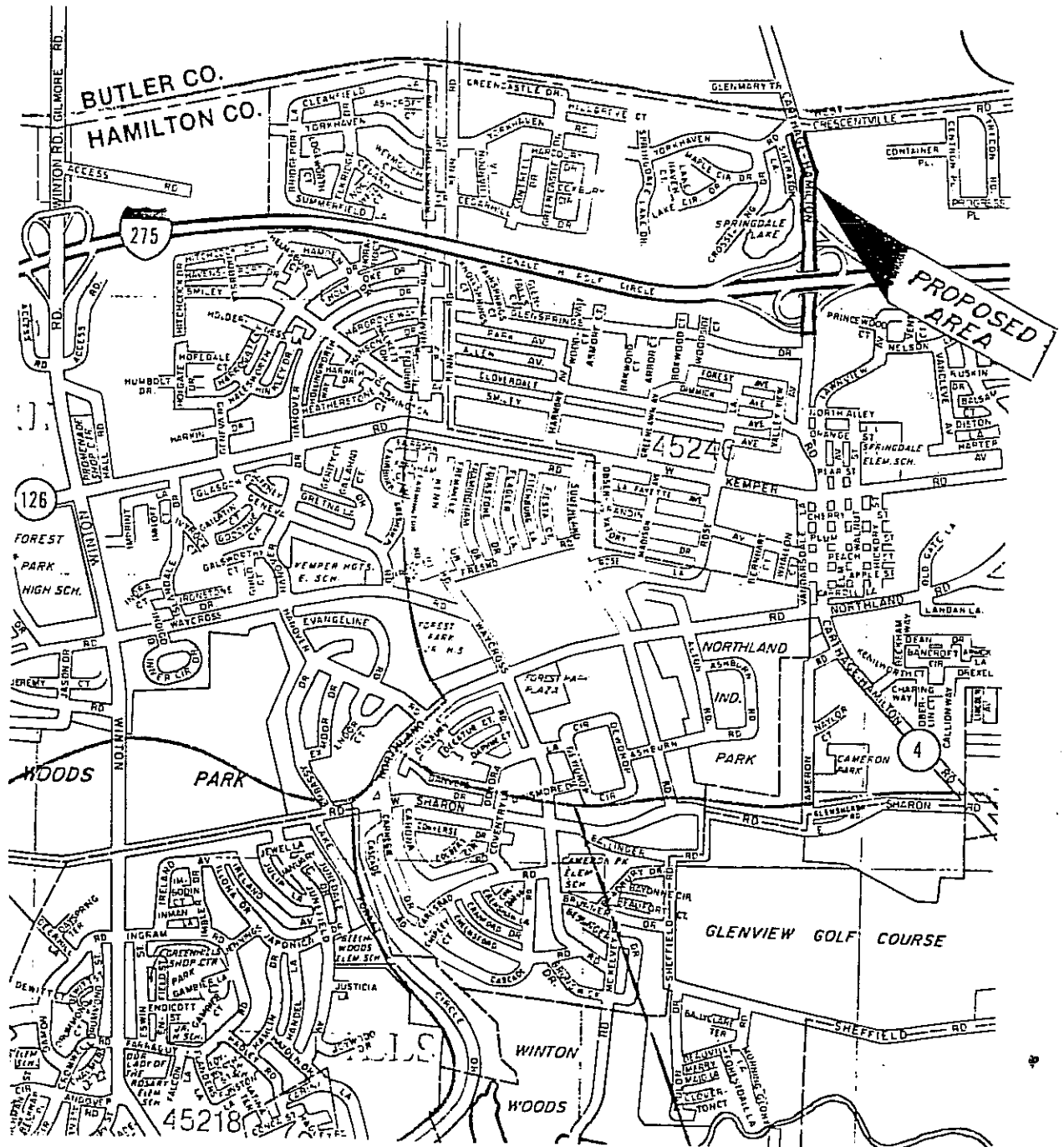
  
Wayne F. Shuler, P.E., P.S.



# VICINITY MAP



# VICINITY MAP



RESOLUTION NO. R 22- 1991

AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR ISSUE 2 AND LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) FUNDS AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of State Issue 2 and Local Transportation Improvement Program (LTIP) funds for 1992; and

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Issue funds from the Ohio Public Works Commission (OPWC), and

WHEREAS, the City of Springdale will apply for funding under State Issue 2/LTIP as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio, members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby endorse and support the applications for State Issue 2/LTIP funds for infrastructure repairs and improvements as follows:

1. Kenn Road - Kemper Road to I-275 (application made by City of Forest Park on behalf of both communities);
2. S.R. 4 - Crescentville to I-275

Section 2. That the City Administrator is hereby authorized and directed to file application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works funding under State Issue 2/LTIP for 1992.

Section 3. That if Issue 2/LTIP funds are awarded, the Mayor and Clerk of Council/Finance Director are authorized to execute all contracts and other documents implementing said program.



Section 5. That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

Dated this                      day of                      , 1991.

Michael Roy Rosman  
President of Council

Attest:

Joyle H. Webster  
Clerk of Council/Finance Director

Approved:

Theron French  
Mayor

Aug 7, 1991  
Date

8/1/91



DOYLE H. WEBSTER  
CLERK OF COUNCIL/FINANCE DIRECTOR

VERNON P. FRENCH  
MAYOR

CECIL W. OSBORN  
CITY ADMINISTRATOR

CERTIFICATION OF LOCAL FUNDING

This is to certify the availability of funds for the following State Issue 2 projects applied for by the City of Springdale. If the projects are approved, the City's financial share of construction on both projects will be funded with local funds generated by the City's earnings tax collections. Construction engineering costs for the Kenn Road project will be funded by Municipal Road Fund dollars.

PROJECT	AMOUNT	SOURCES
Kenn Road from I-275 to Kemper*	\$97,687 \$92,400 \$97,687	Capital Improvement Fund Municipal Road Funds City of Forest Park
S.R. 4 from Crescentville to I-275	\$353,580	Capital Improvement Fund

\* Cooperative project with the City of Forest Park.  
Application Filed by Forest Park.

As indicated above, I hereby certify that the City of Springdale has sufficient funds available to pay for the local share of projects applied for.

Doyle H. Webster  
Clerk of Council/Finance Director

7-29-91  
Date

*CITY OF SPRINGDALE, OHIO*  
*GENERAL PURPOSE FINANCIAL STATEMENTS*  
*FOR THE YEAR ENDED DECEMBER 31, 1990*

*Prepared by:*  
*Finance Department*

City of Springdale, Ohio  
General Purpose Financial Statements  
For the Year Ended December 31, 1990

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# SUMMARY OF ACCIDENTS

## DESCRIPTION OF ACCIDENT:

Rear-end collision for southbound  
S.R. 4 Traffic near I-275 westbound  
off-ramp intersection:

YEAR:	
1989:	9
1990:	16
1991 (thru 5/31/91):	5
<b>TOTAL:</b>	<b>20</b>

Read-end collisions at I-275 westbound  
off-ramp merge to northbound S.R. 4:

YEAR:	
1989:	6
1990:	11
1991 (thru 5/31/91):	2
<b>TOTAL:</b>	<b>19</b>

Sideswipe accidents at  
Private Drive:

YEAR:	
1989:	2
1990:	3
1991 (thru 5/31/91):	2
<b>TOTAL:</b>	<b>7</b>

July 31, 1991

Mr. Donald Schramm, P.E.  
Chairman, District 2 Committee  
Ohio Issue 2 Funding  
Courthouse Annex - Room 700  
138 East Court Street  
Cincinnati, Ohio 45202

Re: 1992 Issue 2 Funding Application  
S.R. 4 Improvements, I-275 EB Ramp to Crescentville  
AUTHORIZATION LEGISLATION

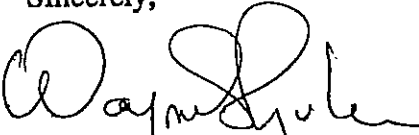
Dear Mr. Schramm:

Legislation authorizing a designated official to submit the City of Springdale's Issue 2 application and to execute contracts shall be brought before City Council at the next Council meeting, August 7, 1991.

Upon passage by Council, this legislation shall be sent to your attention.

If you have any questions, please contact me at your convenience.

Sincerely,



Wayne F. Shuler, P.E., P.S.  
City Engineer

DGS:jl

cc: Cecil W. Osborn

CDS Associates, Inc.  
15 MINUTE, 2 CHANNEL VEHICLE COUNT  
CORRECTION FACTOR: 1.00

REFERENCE: 0  
LOCATION: SR4 100 Feet North of Showcase  
WEATHER: Sunny  
OPERATOR: AASD

FILENAME: SR4  
WEDNESDAY 7 / 17 / 91

HR	0	15	30	45	HR	0	15	30	45	HR	COMBINED
BEGINS					TOTAL					TOTAL	TOTAL
AM											
12	107	124	57	50	338	136	117	96	69	418	756
1	34	31	23	33	121	58	58	47	62	225	346
2	43	29	27	20	119	43	33	35	29	140	259
3	31	31	32	22	116	28	26	28	26	108	224
4	37	35	52	39	163	28	30	53	44	155	318
5	76	81	137	141	435	42	56	117	131	346	781
6	187	296	296	317	1096	149	219	299	347	1014	2110
7	394	447	432	386	1659	296	306	348	333	1283	2942
8	344	346	347	274	1311	340	348	321	300	1309	2620
9	262	271	249	311	1093	255	249	264	253	1021	2114
10	273	291	298	306	1168	251	250	275	297	1073	2241
11	308	336	339	310	1293	280	274	316	323	1193	2486
PM											
12	345	358	355	333	1391	259	295	319	319	1192	2583
1	334	344	346	354	1378	301	293	284	322	1200	2578
2	387	335	355	329	1406	294	330	319	334	1277	2683
3	352	370	397	416	1535	315	335	297	373	1320	2855
4	375	375	421	425	1596	377	382	380	362	1501	3097
5	445	432	398	368	1643	375	375	393	356	1499	3142
6	370	402	377	364	1513	357	314	364	341	1376	2889
7	323	316	284	246	1169	322	298	257	245	1122	2291
8	225	252	235	230	942	241	224	219	267	951	1893
9	255	233	285	199	972	239	260	222	232	953	1925
10	178	146	103	105	532	196	202	188	162	748	1280
11	136	86	103	113	438	232	191	181	148	752	1190
TOTALS					23427					22176	45603

AM PEAK HOUR IS 7:00 TO 8:00

VOLUME	SB	:	1659	NB	:	1283	COMBINED:	2942
DIRECTIONAL SPLIT			56%			44%		
PEAK HOUR FACTOR			0.93			0.92		0.94

PM PEAK HOUR IS 4:30 TO 5:30

VOLUME	SB	:	1723	NB	:	1492	COMBINED:	3215
DIRECTIONAL SPLIT			54%			46%		
PEAK HOUR FACTOR			0.97			0.98		0.98



# ASPHALT PAVEMENT RATING FORM

STREET OR ROUTE S.R. 4 CITY OR COUNTY Springdale

LENGTH OF PROJECT 2960 L.F. WIDTH 64' - 76' E/E

PAVEMENT TYPE Asphalt on Concrete Base DATE June 28, 1991

(Note: A rating of "0" indicates defect does not occur)

DEFECTS		RATING
Transverse Cracks.....	0-5	<u>3</u>
Longitudinal Cracks.....	0-5	<u>3</u>
Alligator Cracks.....	0-10	<u>-5</u>
Shrinkage Cracks.....	0-5	<u>3</u>
Rutting.....	0-10	<u>10</u>
Corrugations.....	0-5	<u>3</u>
Raveling.....	0-5	<u>2</u>
Shoving or Pushing.....	0-10	<u>9</u>
Pot Holes.....	0-10	<u>4</u>
Excess Asphalt.....	0-10	<u>1</u>
Polished Aggregate.....	0-5	<u>3</u>
Deficient Drainage.....	0-10	<u>8</u>
Overall Riding Quality (0 is excellent; 10 is very poor).....	0-10	<u>8</u>
Sum of Defects		<u>62</u>

Condition Rating = 100 - Sum of Defects  
= 100 - 62

Condition Rating = 38

# A Guide for the Estimation of Pavement Condition Rating and Priority for Flexible Pavements\*

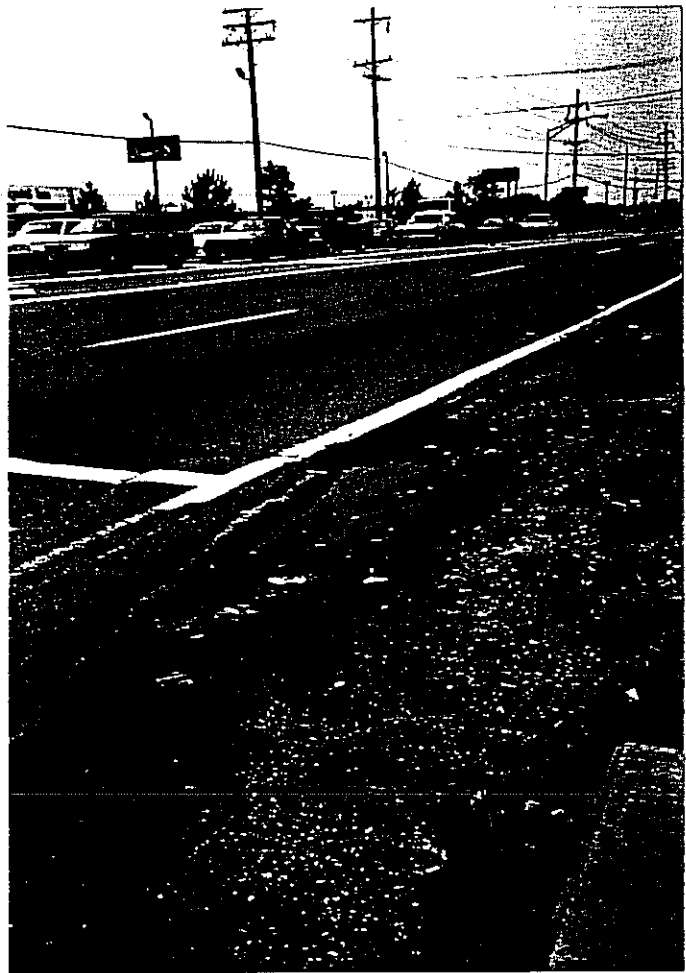
0-20	Pavement is in poor to very poor condition with extensive severe cracking, alligating and channeling. Ridability is poor and the surface is very rough and uneven.
20-30	Pavement is in poor condition with moderate alligating and extensive severe cracking and channeling. Ridability is poor and the surface is very rough and uneven.
30-40	Pavement is in poor to fair condition with frequent moderate alligating and extensive moderate cracking and channeling. Ridability is poor to fair and surface is moderately rough and uneven.
40-50	Pavement is in poor to fair condition with frequent moderate cracking and channeling, and intermittent moderate alligating. Ridability is poor to fair and surface is moderately rough and uneven.
50-65	Pavement is in fair condition with intermittent moderate and frequent slight cracking, and with intermittent slight or moderate alligating and channeling. Ridability is fair and surface is slightly rough and uneven.
65-80	Pavement is in fairly good condition with frequent slight cracking, slight or very slight channeling and a few areas of slight alligating. Ridability is fairly good with intermittent rough and uneven sections.
80-100	Pavement is in good condition with frequent very slight or slight cracking. Ridability is good with a few slightly rough and uneven sections.
90-100	Pavement is in excellent condition with few cracks. Ridability is excellent with few areas of slight distortion.

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## **RESULTING EMPLOYMENT OPPORTUNITIES**

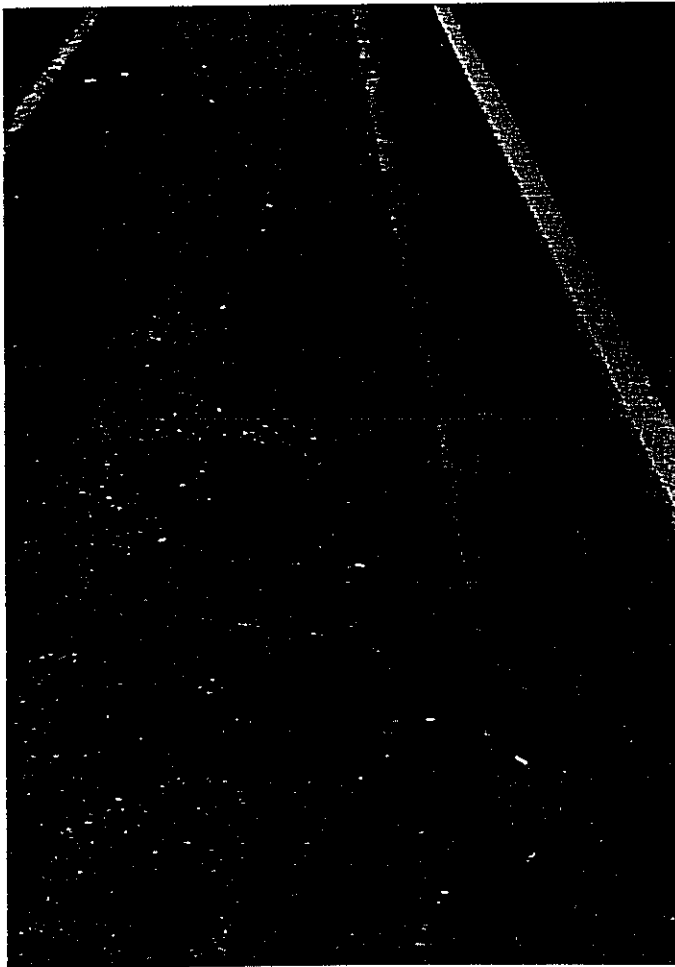
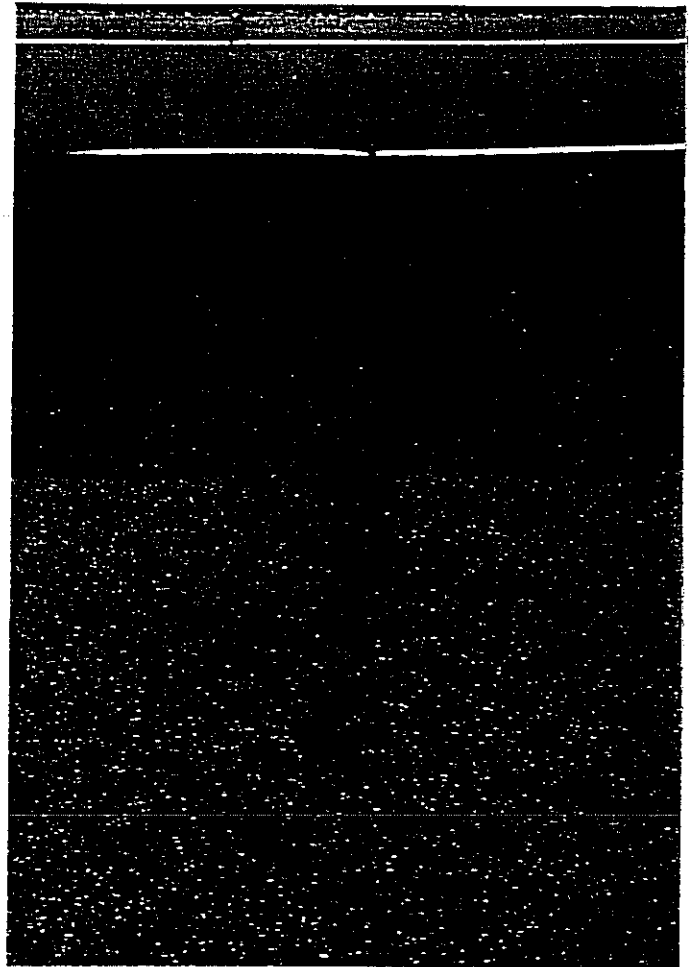
- A. **Temporary Employment:** It is anticipated that 20 temporary construction jobs will be created as a result of this project.
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

SOUTHBOUND S.R. 4 JUST  
SOUTH OF RAY NORRISH DRIVE.  
NOTE DETERIORATED SHOULDER  
AND PONDING WATER.

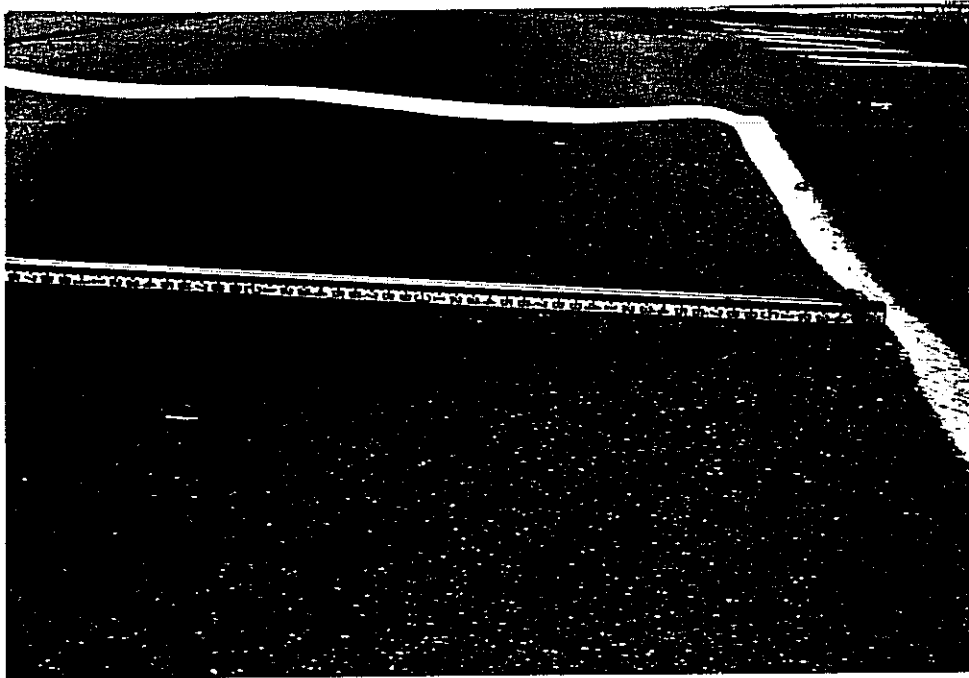


SOUTHBOUND S.R. 4  
APPROXIMATELY 100'  
SOUTH OF RAY NORRISH DR.  
NOTE PAVED SHOULDER HAS  
SEVERELY DETERIORATED  
AND MOISTURE ALONG  
EDGE LINE AT CENTER

NORTHBOUND S.R. 4 JUST SOUTH OF I-275  
WESTBOUND OFF RAMP.  
DETERIORATED CONCRETE BASE JOINT.  
NOTE CENTERLANE HAD SURFACE REPAIR  
APPROXIMATELY 1 YEAR AGO. IT AGAIN  
IS CRACKING. NEEDS FULL DEPTH REPAIR



NORTH END OF RAISED CONCRETE  
MEDIAN NOTE DETERIORATED  
CURB AND INTERIOR  
CONCRTE SLAB



NORTHBOUND S.R. 4 JUST SOUTH OF I-275 WESTBOUND OFF RAMP  
NOTE 4"± RUTTING IN WHEEL TRACK



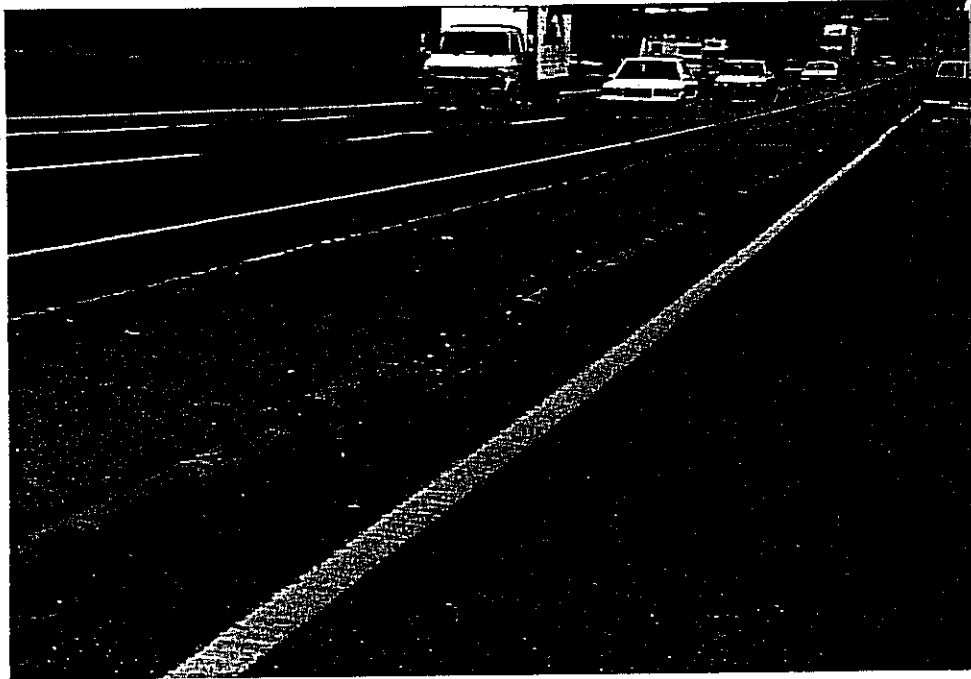
CONCRETE MEDIAN AT I-275 WESTBOUND OFF RAMP  
NOTE ONLY 1"± OF RAISED MEDIAN IS EXPOSED.



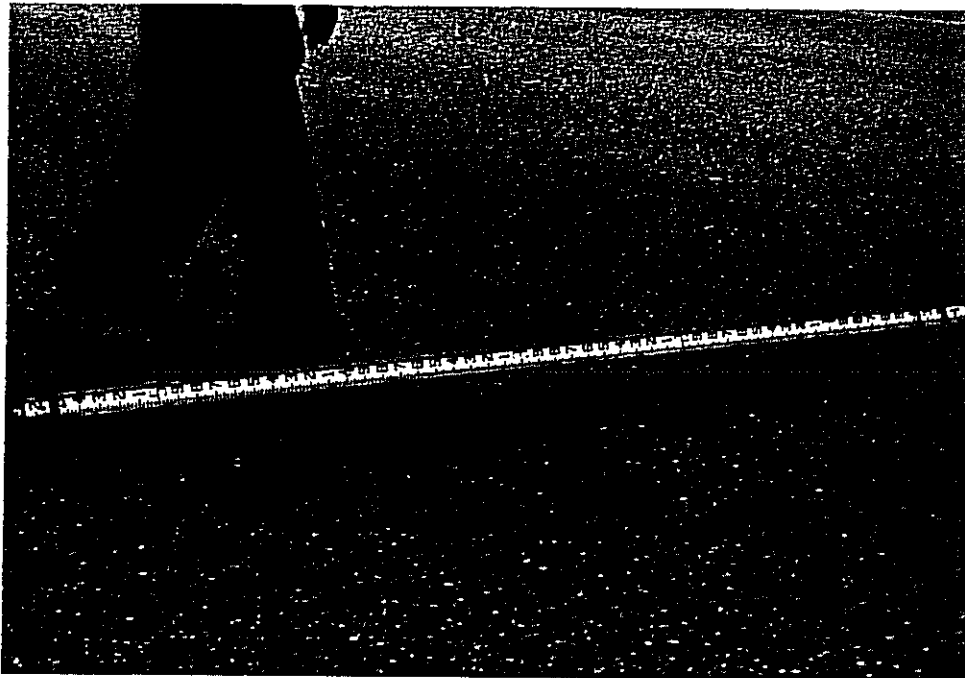
RAISED CONCRETE MEDIAN AT I-275 WESTBOUND OFF RAMP  
NOTE DETERIORATED CURBING AND SUNKEN INTERIOR CONCRETE SLAB



AT CENTER OF ROADWAY JUST SOUTH OF INTERSECTION WITH I-275  
WESTBOUND OFF RAMP  
ASPHALT SURFACE COURSE IS SHOWING IN AREA OF OFF RAMP TURNING  
TRAFFIC



RAISED CONCRETE MEDIAN 200' NORTH OF I-275 WESTBOUND OFF-RAMP  
NOTE DETERIORATED CURB AND SUNKEN INTERIOR CONCRETE SLAB



SOUTHBOUND S.R. 4 IN VICINITY OF I-275 WESTBOUND OFF RAMP  
NOTE 3"± RUTTING IN WHEEL TRACK





S.R. 4 NORTHBOUND LANES JUST SOUTH OF CRESCENTVILLE ROAD.  
NOTE APPROXIMATELY 3" RUT IN WHEEL TRACK. AREA HAS LITTLE  
LONGITUDINAL SLOPE, THUS, PONDS WATER



SOUTHBOUND S.R. 4 APPROXIMATELY 300' SOUTH OF RAY NORRISH DRIVE  
NOTE DETERIORATED PAVED SHOULDER WITH MUD PUMPING UP THRU  
CRACKS

## ADDITIONAL SUPPORT INFORMATION

For 1992, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Project (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do not request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, should be provided to substantiate the stated percentage.

Typical examples are:

$$\text{Road percentage} = \frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$$

$$\text{Storm percentage} = \frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$$

$$\text{Bridge percentage} = \frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$$

$$\text{Roadway} = \frac{2.386 \text{ miles (poor condition)}}{24.027 \text{ miles (total roadway)}} = 9.93\%$$

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	<u>  X  </u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width, numbers of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Pavement along this segment of S.R. 4 has seriously deteriorated. The pavement has incurred rutting, in excess of 4" in some areas; pushing of the asphalt pavement, particularly at intersections; heaving of pavement at joints in the concrete base; concrete base joint failure and subsequent

potholes and the paved berm has completely deteriorated with water ponding which is causing mainline pavement to deteriorate. The concrete median has severely deteriorated with the median curb crumbling; the concrete slab section sinking from 2" to 3" and much of the median curbing has only 2" or less of curb exposed due to past asphalt overlay. Service capacity is a problem due to the large number of vehicles entering S.R. 4 from the I-275 westbound off-ramp, which the existing signal system and lane configuration cannot adequately convey and the large number of vehicles exiting S.R. 4 to the I-275 eastbound on-ramp, which causes a large percentage of traffic to concentrate on the right lane which in turn causes traffic to stack up thru the I-275 westbound off ramp. Original reconstruction of S.R. 4 in conjunction with the I-275 construction in 1962, with major widening and overlay in 1974, the northbound right-turn only to Cinema Drive lane constructed in 1982 and; with minor widening and overlay in 1985.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

Please indicate the current status of the project development by circling the appropriate answers below. 4 Months  
 PROVIDE ACCURATE ESTIMATE.

- |  |            |           |     |
|--|------------|-----------|-----|
| a) Has the Consultant been selected? . . . . .                 | <u>Yes</u> | No        | N/A |
| b) Preliminary development or engineering completed? . . . . . | <u>Yes</u> | No        | N/A |
| c) Detailed construction plans completed? . . . . .            | Yes        | <u>No</u> | N/A |
| d) All right-of-way acquired? . . . . .                        | <u>Yes</u> | No        | N/A |
| e) Utility coordination completed? . . . . .                   | Yes        | <u>No</u> | N/A |

Give estimate of time, in weeks or months, to complete any item above not yet completed.

3 months for detailed construction plans with utility coordination  
taking place during this period of time.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce).

Elimination of rutting problem in pavement will stop ponding of water within the roadway and thus, reduce rear-end accidents due to losing control when braking (40% of 1990 southbound S.R. 4 rear-end collisions were noted as taking place during rainy conditions, see attached accident reports). Extension and replacement of raised concrete median will eliminate accidents occurring when traffic exiting private driveways attempt to turn left across a now existing (2) lane northbound/(2) lane southbound road and proposed (3) lane northbound/(3) lane southbound road. Addition of an exclusive southbound S.R. 4 lane for I-275 westbound on ramp will eliminate stacking of traffic thru the I-275 westbound off ramp signalized intersection along the far right lane of S.R. 4 and thus, reduce southbound S.R. 4 rear-end collisions in this area. The extension of the northbound S.R. 4 lane from the Cinema drive to Crescentville will provide additional length of traffic to leave the I-275 westbound off ramp and then merge with S.R. 4 northbound traffic, which will inturn reduce the number of rear end merging type collisions. In addition, the City of Fairfield is considering the addition of another northbound lane on S.R. 4 which would allow the Springdale lane addition to become a thru and right at Crescentville Road as opposed to a right-only lane at the Crescentville Road intersection.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM of 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

50%

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.

COMPLETE BAN \_\_\_\_\_ PARTIAL BAN \_\_\_\_\_ NO BAN X

Will the ban be removed after the project is completed? YES \_\_\_\_\_ NO \_\_\_\_\_

Document with specific information explaining what type of ban currently exists and what agency that imposed the ban.

N/A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

$45,603 \times (1.2) = 54,724$  users

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9

Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdiction served, size of service area, trip lengths, functional classification, and length of route). Provide supporting information.

This segment of S.R. 4 is a major arterial roadway which serves to connect Springdale, Fairfield, Hamilton and Glendale with Interstate 275, which of course, is the area beltway which serves Ohio, Kentucky and Indiana. To a lesser extent, the communities of Forest Park, Springfield Township and Union Township (Butler County) utilize S.R. 4 as a connector to I-275.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)  
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)  
DISTRICT 2 - HAMILTON COUNTY  
1992 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: SPRINGDALE

PROJECT IDENTIFICATION: SR 4 IMPROVEMENT

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

- 10 1) Type of project  
10 Points - Bridge, road, stormwater  
5 Points - All other projects
- 10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)  
10 Points - Will definitely be awarded in 1992  
5 Points - Some doubt whether it can be awarded in 1992  
0 Points - No way it can be awarded in 1992
- 5 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.  
15 Points - Poor condition  
10 Points - Fair to Poor condition  
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 4  
5
- 4) If the project is built, what will be its effect on the facility's serviceability?
- 5 Points - Significantly effects serviceability (add lanes)
  - 4 Points -
  - 3 Points - Moderately effects serviceability (widen lanes)
  - 2 Points -
  - 1 Point - Have little or no effect on serviceability
- 1
- 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?
- 3 Points - 50% and over
  - 2 Points - 30% to 49.9%
  - 1 Point - 10% to 29.9%
  - 0 Points - Less than 10%
- 10  
8
- 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?
- 10 Points - Significant importance
  - 8 Points -
  - 6 Points - Moderate importance
  - 4 Points -
  - 2 Points - Minimal importance
- 2
- 7) What is the overall economic health of the jurisdiction?
- 10 Points - Poor
  - 8 Points -
  - 6 Points - Fair
  - 4 Points -
  - 2 Points - Excellent
- 5
- 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 10 points.
- 5 Points - More than 50%
  - 4 Points - 40% to 49.9%
  - 3 Points - 30% to 39.9%
  - 2 Points - 20% to 29.9%
  - 1 Point - 10% to 19.9%

**MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS**



0

- 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban  
5 Points - Partial ban  
0 Points - No ban

10

- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over  
8 Points - 7,500 to 9,999  
6 Points - 5,000 to 7,499  
4 Points - 2,500 to 4,999  
2 Points - 2,499 and Under

5

- 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact  
4 Points -  
3 Points - Moderate impact  
2 Points -  
1 Point - Minimal or no impact

TOTAL AVAILABLE POINTS:

PROJECTS FUNDED BY GRANTS = 93 POINTS

PROJECTS FUNDED BY LOANS OR CREDIT ENHANCEMENTS = 98 POINTS